













# OZBOURN IN

USS OZBOURN (DD-846), flagship of Commander Destroyer Division 92, is named in honor of Pvt. Joseph William OZBOURN, USMCR, who was posthumously awarded the Congressional Medal of Honor for unhesitatingly grasping an armed grenade to his body and falling on it, saving four comrades during the invasion of Tinian Island in 1944.

The OZBOURN was built at the Bath Iron Works, Bath, Me., and was commissioned in Boston, Mass., in March 1946. Mrs. Joseph William OZBOURN was present for the ship's launching. OZBOURN began her career by transiting the Panama Canal to her new homeport of San Diego, Calif., in August 1946. From 1946 until the outbreak of hostilities in Korea, OZBOURN served with the First Fleet units in operations off the coast of California and regularly deployed as a unit of the Seventh Fleet in the Far East. In April 1950, in company with USS NORTON SOUND, OZBOURN assisted in the first guided missile test firings at sea.

During the Korean action, OZBOURN participated in the invasion of Inchon, shore bombardment in the Wonsan Harbor, and operations with Task Force 77 and 95. In February 1951, OZBOURN received two direct hits and several near hits while under Communist shore battery fire off the coast of Korea. She twice received the Korean Presidential Citation. In February 1955, OZBOURN assisted in the evacuation of the Chinese Nationalist Forces from the Tachen Islands off the coast of China.

From the end of the Korean War until 1961, OZBOURN returned to duties with First and Seventh Fleets. In March 1961, she entered Puget Sound Naval Shipyard, Bremerton, Wash., for the FRAM Mark I conversion. Eleven months later, following extensive alterations to her armament, operational spaces and living spaces, OZBOURN departed Bremerton for her new homeport of Long Beach, Calif. On 25 June 1966, OZBOURN departed Long Beach for a two year deployment with her overseas homeport being Yokosuka, Japan.

The OZBOURN was taken under fire by hostile coastal defense sites on the DMZ on 25 March and subsequently received two direct hits. One round detonated in the Anti-Submarine Rocket Magazine. While prosecuting the enemy and fighting a fire in the magazine, a second round struck the ship in the MK 25 Fire Control Radar room. No personnel casualties were incurred. Throughout her deployment, OZBOURN encountered enemy fire. The ship paid dearly for her third Purple Heart, her second in Vietnamese action. While on Operation Sea Dragon on 4 December, a round penetrated the main deck aft on the starboard side of Mount 52. The projectile detonated in the berthing compartment below. Two personnel, Commissaryman Third Raymond L. Cork, Jr., and Seaman Edward S. O'Brien, were killed while Disbursing Clerk Second Collins and Seaman Raymond G. Saur were wounded. All four men were stricken at their General Quarters stations handling ammunition.

When the North Korean Navy seized the USS PUEBLO (AGER-2) on 23 January, the OZBOURN and the USS ENTERPRISE (CVA (N)-65) patrolled the seas for forty days to counter any hostile actions and ready to use force, if ordered, to rescue the PUEBLO's crew.

OZBOURN left her overseas homeport of Yokosuka, Japan for Long Beach, Calif., where she received a major overhaul. She had done her job well and in so doing, had won the Battle Efficiency "E" and the Meritorious Unit Commendation.

# HISTORY





THE WHITE HOUSE  
WASHINGTON



The President of the United States in the name of The Congress  
takes pride in presenting the MEDAL OF HONOR posthumously to

PRIVATE JOSEPH W. OZBOURN  
UNITED STATES MARINE CORPS RESERVE

for service as set forth in the following

CITATION:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as a Browning Automatic Rifleman serving with the First Battalion, Twenty-Third Marines, Fourth Marine Division, during the battle for enemy Japanese-held Tinian Island, Marianas Islands, 30 July 1944. As a member of a platoon assigned the mission of clearing the remaining Japanese troops from dugouts and pillboxes along a tree line, Private Ozbourn, flanked by two men on either side, was moving forward to throw an armed hand grenade into a dugout when a terrific blast from the entrance severely wounded the four men and himself. Unable to throw the grenade into the dugout and with no place to hurl it without endangering the other men, Private Ozbourn unhesitatingly grasped it close to his body and fell upon it, sacrificing his own life to absorb the full impact of the explosion but saving his comrades. His great personal valor and unwavering loyalty reflect the highest credit upon Private Ozbourn and the United States Naval Service. He gallantly gave his life for his country.

/s/ Franklin D. Roosevelt



# Cruise History

The USS OZBOURN (DD-846), Flagship of Commander Destroyer Division 92, is a 710 Class destroyer built by the Bath Iron Works of Bath, Maine. OZBOURN was commissioned on the 5th of March 1946 in Boston, Massachusetts. OZBOURN was named in honor of Pvt. Joseph William OZBOURN, USMCR, who was posthumously awarded the Medal of Honor for sacrificing his life to save his comrades during the invasion of Tinian Island in the Marianas in 1944.

On 3 December 1968 OZBOURN entered Long Beach Naval Shipyard for a four month regular overhaul and emerged on 29 March 1969 a week ahead of schedule. Refurbished replacement gun mounts and a new ASROC launcher together with an enlarged electronic countermeasures suit of equipment were highlights of the overhaul.

OZBOURN reported to Commander Fleet Training Group, US, Pacific Fleet on 25 April for six weeks of intensive Refresher Training to hone her crew to a fine edge of readiness for the upcoming Western Pacific deployment. She completed her final battle problem on 6 June which signified the completion of her Refresher Training.

Just two days after completion of REFTRA, OZBOURN sailed for Portland, Oregon with other ships of her division to participate in the Portland Rose Festival. After Portland, OZBOURN returned to her homeport of Long Beach where she entertained the families of the OZBOURN with a dependant's cruise. From 17 to 26 September there was a brief period of leave and liberty before her deployment.

OZBOURN departed her homeport, Long Beach, in company with other units of DES-DIV 92, on 26 September for a six month deployment to WESTPAC. She stopped for a brief period in Hawaii for fuel, supplies and briefings. The next stop for fuel enroute to WESTPAC was Midway Island on 9 October. Upon departure from Midway Island, OZBOURN steamed independently to Yokosuka, Japan. OZBOURN changed operational control from the First Fleet to the Seventh Fleet on 12 October 1969. The ship arrived in Yokosuka on 15 October for voyage repairs, fuel and supplies.

OZBOURN departed Yokosuka on 18 October enroute to a Naval Gunfire Support assignment in I Corps, Republic of Vietnam, stopping briefly for fuel at Buckner Bay, Okinawa. Enroute, OZBOURN was diverted to conduct a classified surveillance mission. Subsequently the ship was commended by the Commander of the Seventh Fleet for "displaying a keen ability to take timely action based on a minimum amount of information."

Arriving at Da Nang on 24 October, OZBOURN relieved USS WADELLE (DDG-24) and assumed Naval Gunfire Support Duties for I Corps, Republic of Vietnam. Throughout the next thirty days OZBOURN remained on the gunline. She operated around Da Nang and the demilitarized zone for over half of her tour, with the rest of her missions at various locations along the coast throughout I Corps. OZBOURN conducted NGFS missions, both interdiction and calls for fire, in support of U.S. Marines, Korean Marines, U.S. Army, and Republic of Vietnam Army troops. Her duties were interrupted 22 times by the need to refuel, replenish, or rearm. She fired 6,569 rounds of 5" ammunition.

OZBOURN headed north, stopping for fuel in Kaohsiung, Republic of China. She sailed through the Taiwan Straits assuming CTG 72.1 for two days. OZBOURN then headed into the East China Sea for ASW operations with the submarine USS MENHADEN (SS-377) on 5 December.

As a screening unit attached to the CORAL SEA, OZBOURN proceeded through the Tsushima Straits to a radar picket station in the Sea of Japan. She then returned to port for seven days upkeep in Sasebo, Japan.

Two days later she was detached as an escort ship to proceed independently to Hong Kong for a period of Christmas leave and liberty. On 29 December OZBOURN sailed for Keelung, Taiwan arriving the next day for three days of leave and liberty. She remained anchored in the outer harbor until 2 January 1970.

After nearly a fortnight of escorting the majestic "bird farm" CONSTELLATION, we went well north into the Gulf of Tonkin as "shot gun" escort for our squadron flagship, USS TRUXTUN. After three weeks, we made our way south around the southern tip of Vietnam and Cambodia, over 1200 miles to well earned rest amidst the mystic charm of Bangkok, Thailand. After creeping thirty miles up the river we moored at a buoy and proceeded to act like shopping and sightseeing tourists for five wonderful days.

We left scenic Bangkok on February 7th and steamed back to work for the carrier HANCOCK first in the South China Sea and then northward in and around Okinawa and Sasebo. We came back to Yokosuka, Japan, whence we began our tour in the Western Pacific, to retrace our way back to home, arriving at Long Beach on the first of April 1970.



## Captain James D. Butler, USN DESDIV NINETY-TWO

Captain James D. Butler was born in Napa, California, in 1926. After enlisted service in the Navy during World War II he attended the U.S. Naval Academy, graduating and receiving his commission in 1946. His first duty was aboard USS S.N. MOORE (DD-747) where he served as Gunnery Officer during the Korean Conflict. After two years with a special weapons unit he served as Gunnery Officer of the USS RENDOVA (CVE-114). He then attended the General Line School for one year. Captain Butler served as Aide to the Superintendent of the Naval Gun Factory before reporting to Commander Destroyer Squadron THIRTY for duty as Engineering Officer and Senior Staff Officer. He then served as Executive Officer of the USS K.D. BAILEY (DDR-713). Next, he attended the Naval Intelligence School, followed by three years as an intelligence analyst with Commander in Chief, U.S. Pacific Fleet. After returning to school for one year at the Armed Forces Staff College, Captain Butler assumed command of USS JOHN A. BOLE (DD-755). Immediately prior to coming to Destroyer Division NINETY-TWO, Captain Butler served as Surface Operations Officer and Senior Watch Officer on the Staff of Commander Carrier Division ONE.

For his service in the Korean and Vietnam conflicts, Captain Butler has received the Bronze Star Medal with Combat "V" device, the Joint Services Commendation Medal, and the Navy Commendation Medal with Combat "V", as well as being authorized to wear the Navy Unit Commendation and Meritorious Unit Commendation.

Captain Butler is married to the former Diana Taft of Los Angeles; the Butlers have one child, Celeste, age 6.



Commander Rodney L. Stewart,  
USN  
Commanding Officer

Commander Rodney L. Stewart was born 8 August 1928 in Albuquerque, New Mexico and attended school in Albuquerque. In 1946 he was appointed Midshipman in the Regular NROTC Program and he attended the University of New Mexico. He was commissioned as Ensign, USN, in February 1951 and reported for duty to the USS LOS ANGELES (CA-135) where he spent an eight month tour in Korean waters. His next duty station was the San Diego based destroyer USS ERBEN (DD-631). Following two years in ERBEN, including two tours in Korean Waters, CDR Stewart was assigned as Navigator of USS BAYFIELD (APA-33) for two years.

In 1956 CDR Stewart was assigned duty with the Military Assistance Advisory Group, Japan, working with the Japanese Maritime Self Defense Force as an instructor in anti-submarine warfare.

In 1959 he became the Executive Officer and later the Commanding Officer of the USS PICKET (AGR-7) operating out of San Francisco under the North American Air Defense Command.

CDR Stewart's next assignment was as Undersea Warfare Planner on the NATO Staff of Commander-in-Chief, Allied Forces, Northern Europe in Oslo, Norway. After this two year assignment, he reported as Executive Officer of the USS SALAMONIE (AO-26) homeported in Newport, R.I. and later to the USS SAMUEL B. ROBERTS (DD-823) in the same homeport. After five tours in the Western Pacific and two in the Mediterranean he saw his first U.S. shore duty with the Operations Directorate of the Organization of Joint Chiefs of Staff in 1965 and was promoted to Commander in April 1966. In 1967 CDR Stewart was selected for attendance at the United Kingdom Joint Services Staff College near London as one of the five United States representatives.

On 11 September 1968, he relieved CDR John G. Denham as Commanding Officer, USS OZBOURN (DD-846) at Long Beach, California. Coincidentally, he had seen previous duty in OZBOURN in 1949 as midshipman on summer cruise.

CDR Stewart is married to the former Beverly June Park of Albuquerque, New Mexico. They have two children, Gayle, 17 and David, 19. David is an NROTC student at the University of New Mexico.



LCDR O'Keefe  
Executive Officer

LT Byron  
LT Transue  
LTJG Quandt

# OFFICERS



LTJG Miller  
LTJG Conrad  
LTJG Herbert





LTJG Price  
LTJG Waldron  
LTJG Lindner



LTJG Beidler  
LTJG Hill  
ENS Edwards



# CHIEF



# PETTY OFFICERS




(Opposite page and left)

MMCS Roberts  
BTCS Thurman  
MMC Nichols  
BTC Smith  
YNC Highfield  
SMC Emond



MMC (SS) Kiley  
DCC Waller  
BMC Holloway  
FTGC Rigsby  
SKC Mendiola  
GMGC Allen





# **UNDERWAY FOR WESTPAC**

# Hawaii









Japan







# Refueling At Sea

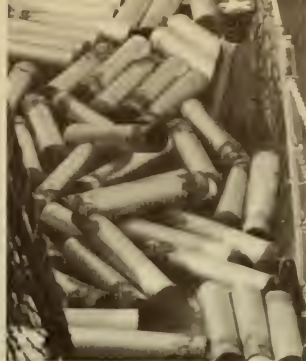






# Naval Gunfire Support





# Rearming







## Philippines











## More Ammo



# Sasebo, Japan





# Boat UNREP



But I THOUGHT it was today!



500 cases of WHAT?



All hands.



# Heavy Seas





All hands use extreme caution while moving about the decks!



# Hong Kong





Mary Soo's girls.





Only six hours till liberty call.







View from the peak.





# Taiwan



# PIRAZ - Carrier Ops







# Cook Out OZBOURN Style





# Beard Growing Contest



"You'll make a toupe, right?"



"You've got some nice sideburns."



Mammy!



Gosh, guys.

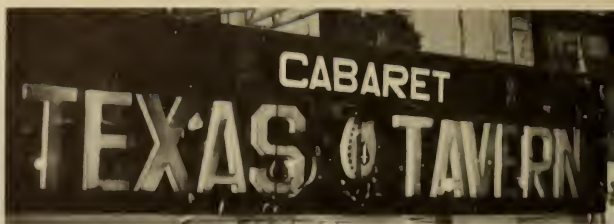


Bangkok,  
Thailand

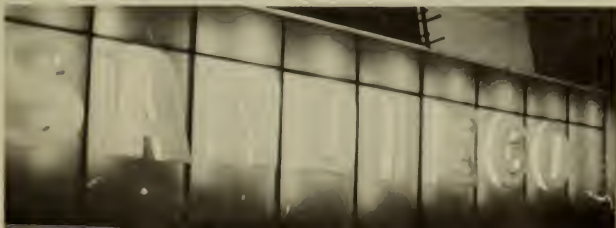
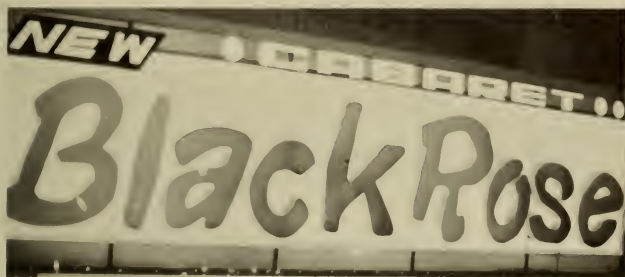














# Vertreps



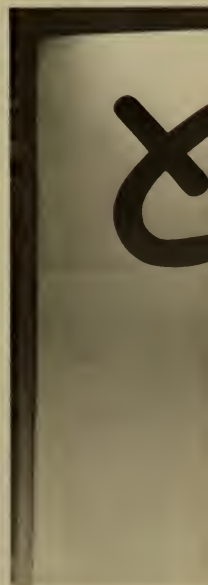


# Nagasaki











# Inspection







Is that a 45 degree angle?



You sure that's 45 degrees?





## The Big Game





# HEADING HOME





# LOOKING BACK





How do you turn this thing off?



What do you mean, taker her down to 200 feet?



Mail Call? I thought he said  
Swim Call!





Who said the OZ doesn't have soul?

I'll have two burgers and a shake.





I like the blonde.







To hell with water hours.

"...and you're restricted for two weeks."



"Sea Biscuit to win in the 3rd, right?"



Wanna buy an ashtray?



All systems GO, ready for liftoff.



After 30 days at sea.





Swim call.



Ready, can-do Sailors.







When liver is for supper,



It's better than the Mess Decks.







Caught in the act.

Your move Commander.









My friend.....

....well, I thought it was.



I give you special deal.













WESTPAC's  
Friendly  
People









Ban does wear off.



Now where did that guy go?





Mail buoy.







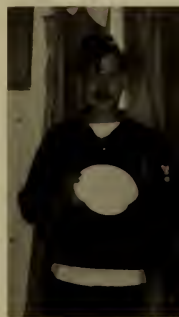




It says 500 Roentgens!!



I said we are out of paint.





Sonar Wrestling Team.





# HOMECOMING











# 1st Division



(L to R, First Row) BM3 Pearson, BM3 McDaris, SN Davis, SN Garcia, SN Larson, SN Jackson, SN Main. (Second Row) BM2 Aftling, SN Hilchy, SN McSherry, SN Lee, SN Gilbert, SN McClean, SN Freader, SN McKethen, SN Ashe, SN Gasser. (Third Row) SN Spencer, SA Bluto, SN Johnson, SA Perkins, SA Duggan, SN Glasser, SN Blanks, SN Henderson, LTJG Price. (Fourth Row) SN Lofback, SN Piercy, SN Harris, SN Brown, SN Foltlen, BMSN Street, SN Dezotell, SN Meyers, BM3 Sowell.

Paint it pink?



Fifty gallons of pink?







Yah, pull man.



The work of the Deck Division is largely the maintenance and preservation of the ship from waterline to the second deck, as well as many interior spaces, and the efficient performance of deck evolutions. Such activities as sanding, chipping and painting, rigging for replenishment at sea and boat transfer keep the Boatswain's Mate BM and deck division busy day and night. First division is the largest division on the ship and their work is quite varied; underway bridge watches, many gunnery stations, and quarter-deck watches are manned by the men of First. The Deck force is doing something constantly, ready to do their job in the OZ-BOURN fashion, keeping her number one.



## 2nd Division



(L to R, First Row) FTGC Rigsby, FTG2 Judson, FTM2 Livingston, FTG2 Kume, GMGC Allen, (Second Row) SN Thornton, FTG3 Armstrong, GMG3 Langston, GMG3 Harrington, GMSN Wind, LTJG Miller. (Third Row) FTG3 Englebauch, FTG3 Miley, GMG3 Davis, FTG3 Tucker, FTG3 Sims, FTGSN Mitchell, SN Hill.

Second Division is comprised of Gunnersmates (GMG) and Fire Control Technicians (FT). The primary function of the GMG's is to maintain the four 5"/38 guns which is the main battery. Also, they take care of handling rooms and magazines, small arms, and pyrotechnics. The FT's are responsible for the Gunfire Control System including the fire control radar, computer, stable element, and director. The coordination between these two guarantee all rounds on target.





# 3rd Division



(L to R, First Row) ST1 Leighton, GMG1 Clayton, TM1 Bruffet, ENS Edwards. (Second Row) STG3 Ruth, TM3 Mitchel, SN Gennolla, SN Mikelson, SN Brown, SN Settlik, STG2 Reithofer. (Third Row) GMG3 Strawn, STG3 Huston, TM3 Davis, STG2 Manning, STG2 Berry, STG3 Rigby, ST1 Sill.

"I said get to work!"



Third Division is composed of Sonarmen (ST) ASROC Gunnersmates (GMG) and Torpedomen (TM). You don't hear too much from them till over the 29 MC you hear "SONAR Contact. . . ." which sets the ASW (Anti-Submarine Warfare) team into action. The ASROC and Torpedo shooting record is the best in the Division.

Each contact is treated as a possible submarine until loss of contact is reported or it is re-classified. ASW exercises help keep the OZ number one in this field, along with the proficiency of the men and equipment.





# OC Division



(L to R, First Row) SN King, RM2 Westfall, PN1 Gabriel, RMSN Bye, RM3 Babcock, QMSN Proctor, SMSN Carroll, SN Lembth. (Second Row) YNC Highfield, SM2 Goodman, YN2 Low, PNSN Wood, RM1 Duncan, QM3 Mailles, QMSN Parsons, RM2 Bohenko, QM3 Froman, SM2 Ramsey, SMC Emond. (Third Row) YN3 Way, SM1 Kawthray, RM3 Butler, RM2 Simmons, SN Robison, RM3 Mason, PC2 Shannon, QM2 Sprigs, RM3 Ross.



OC Division is made up of the Radiomen (RM), Signalmen (SM), Quartermasters (QM), Personnelmen (PN), Yeomen (YN), and Postal Clerk (PC). The Radiomen are the long-range voice of the ship and are responsible for keeping record of all the incoming and outgoing message traffic for the ship. The Signalmen are the visual communications specialists and handle the short range ship to ship traffic. Quartermasters are responsible for keeping an accurate record of the ship's position when underway and continuously maintaining it. The Personnelmen and Yeomen are in charge of the records and correspondence that OZBOURN requires. They are the custodians of all official records and correspondence. The Postal Clerk handles the ship's mail.



...and you earned it.

Mail Call!



Us? Off course?



# OI Division



(L to R, First Row) ETR2 Hillard, RD2 Laubinger, RD2 Iska, ETR2 Zakopyko, HM1 Dimaggio, RD1 Robertson, ETR3 Townson. (Second Row) LTJG Hill, RD3 Kistler, ETR3 Long, RD3 Schrader, RD2 Richley, ETR3 Kozma, RDC Burellson. (Third Row) SN Holman, ETR3 Hamilton, SN Eull, SN Mienieke, RD3 Hooper, RDSN Stone, RD3 Wayne, ETR3 Eichelberger, LaRosee.

OI Division, or Operations Intelligence Division, is made up of three ratings: Radarmen, Electronics Technicians and Hospital Corpsmen. The Radarmen stand watches in the Combat Information Center (CIC). In the course of a routine watch, the Radarmen are responsible for the early warning of other ships and aircraft. They also guard radio circuits, assist the Navigator and bridge with essential recommendations, and are responsible for maintaining a complete surface and air picture. Other jobs of the Radarmen include operating electronics countermeasure equipment, conducting preventative maintenance on assigned equipment, and taking a direct part in tactical communications. Electronics Technicians are charged with maintaining most of the ship's electronic equipment including the radio equipment and air surface search radars. The Hospitalmen skillfully treats the crew's aches and pains, both major and minor. Every man aboard appreciates his highly-valued services and his comforting professionalism.





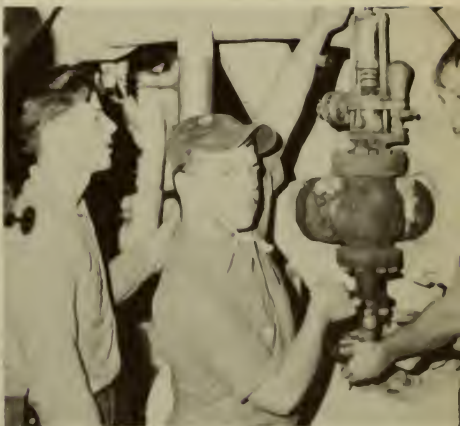


# M Division



(L to R, First Row) MM1 Gibson, MM1 Hulit, MM2 Duenas, MMCS Roberts, MMC Nichols. (Second Row) FN Haury, MM3 DuMont, MM3 Stokes, FN Staley, MM3 Reidal, FN Blondin, MM3 Sullivan. (Third Row) FN Skinner, MM3 Geleke, MM3 Kaumans, FN Posey, FN Bailey, FN Heartsell, MM3 Linton.

OZBOURN's Machinist Mates (MM) operate and maintain the ship's two 30,000 shaft horse-power steam propulsion engines and associated equipment (including the turbines, reduction gears, condensers, and air ejectors) and such miscellaneous auxiliary equipment in the engineering spaces as pumps, air compressors, generators, evaporators, valves, oil purifiers, governors, shafts, etc. OZBOURN's engineers are noted for their ability in both operation and maintenance. Administrative and material inspections testify to the fact that they maintain the best in the west.



## B Division

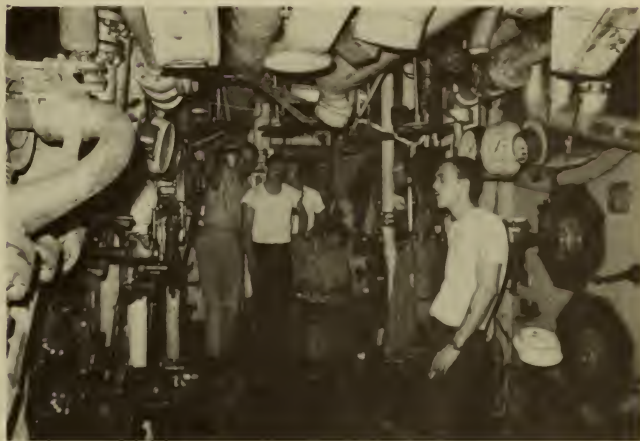


(L to R, First Row) BT2 Gonzales, BT2 Damron, BT2 Williamson, BT2 Barns, BT2 Reinbold. (Second Row) BT1 Nazer, FN Badtrem, FN Doll, BT3 Swigart, FN Fowler, FN Bogue, BTC Smith. (Third Row) BT3 Rivir, BT3 Stone, BT3 Kitchens, FN Skimel, BT3 Gartner, FN Bartunek, BT3 Cllett.



B Division is the heart of the Engineering Department. It is the responsibility of the Boilerman (BT) to clean, maintain, and operate OZBOURN's four boilers which furnish up to 600 pounds of steam to the main engines, and constant knowledge of the amounts of fuel oil, water and JP-5 aviation gasoline, and constant watch on the ship's service generators and auxiliary equipment. The men in B Division are highly skilled in their profession, and are called on to perform their skills under extremely uncomfortable conditions. Temperatures in the boiler rooms are frequently as high as 165 degrees Fahrenheit, but little fazes the outstanding performance and spirit of the OZ's BT's.





# R Division



(L to R, First Row) MR2 Czamara, EM2 Geiser, SF1 Barnett, MM1 Holit, EM1 Nickols, EN2 Belts. (Second Row) EM3 Cleveland, FN Comella, MR3 Pribila, MM3 Trimble, FN Bruse, ENS Quandt. (Third Row) DC3 Foulk, FN Belknap, FN Johnson, EM3 Schrupp, EM2 Colts, MM2 Carroll.

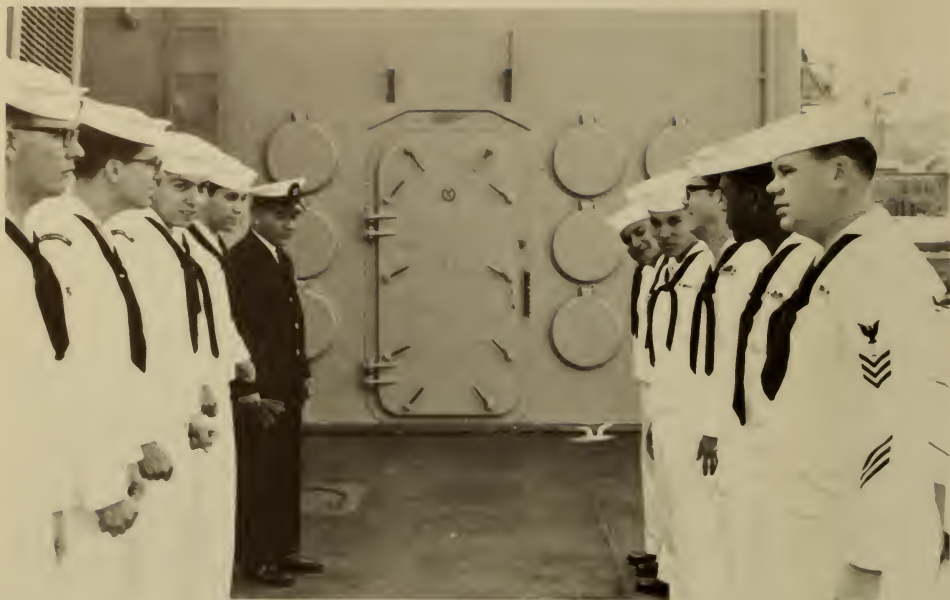




R Division is the repair division of the OZ. It is comprised of seven rates: Interior Communications Electrician (IC), Electrician's Mate (EM), Damage Controlman (DC), Shipfitter (SF), Engineman (EN), Machinist Mate (MM), and Machinery Repairman (MR). The job of maintaining the ship's navigational system, sound powered phones, and metering systems falls on the IC men. Electricians work around the ship maintaining the electrical system. The Damage Controlman is responsible for repairing battle damage, and more important, must keep the damage control equipment ready for any emergency. There is always need for Shipfitters. Repairing fire mains, mounting stanchions and cutting needed materials are only a few of the jobs they are called upon to do. Engineman is another key man. The emergency diesel, fire pumps, refrigeration equipment, and air conditioning systems are all kept up. The Machinery Repairman and Machinist Mate work to keep auxiliary machinery running smoothly and efficiently.



# S Division



(L to R) SN Przybilla, SK3 Newell, SH3 Williams, GK2 Garcia, SKC Mendiola, SK1 Bustria, SN Castro, SH2 Wagner, CS1 Compton.

The main objectives of Supply Division are to have on hand or be able to acquire essential material parts and equipment for ready use by the other divisions as required. In addition, Supply helps satisfy the crew's needs by the services rendered in the galley, ship's store, laundry, wardroom mess, and disbursing. The procurement of stores whether in the form of fresh milk and vegetables, repair parts, or ship's store items at sea, are times for working parties. When the word is passed "Payday for the crew" or "The ship's store is now open", it's always a welcome sound.









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